

boyant and elegantly varied, the corbel heads quaint and peculiar. Gargoyles, like those at Lynch castle, project from the roof, and are occasionally more grotesque. Within is a noble nave, separated from the side aisles by a series of columns of great solidity. They are now unfortunately perfectly plain, but only a few years since they were richly sculptured with wreaths of flowers and fruit, with canopies and figures of saints, in the style, as well as I could guess from the description I obtained, of the famous pillars in Rosslyn chapel. I could hear of no view taken while the church was in this state, and I could listen only to the regret of all who described the "improvements," and join with them. The day of spoliation came, "a great builder" came from Dublin, and as ornament was not necessary, and cuboied saints "smelt of papistrie," the beautiful pillars were cut smooth, and the whole interior, to use the old woman's phrase, made "as plain and nate as a new pin." A blank surface succeeds the enrichment of the olden time, and the exquisite pillars have become mere blocks of stone to support a roof! Some few remains of its former glories exist. The tomb of Nicholas Lynch still stands embedded in the wall of the south transept, or "Lynch's aisle," as it is termed. Long may it lie, and continue as perfect and beautiful as I saw it when the sketch was made for the accompanying cut (fig. 5). It is in a remarkably fine state of preservation, and the beauty of the flamboyant tracery which fills the space between the outer and inner arch is perfect. I can hope to give but a general idea of this on the small scale I have represented it.

In the wall of the south aisle is the elegant recess here engraved (fig. 6). The shaft of the pillar which divides it in the centre is decorated with a spiral line from top to bottom. The base and capital are hexagonal, and support ogee arches filled with elegant tracery. A curious plain doorway is near this, with a circular cap-moulding, at each side of which crouch a hare and hound (fig. 7). The spandrels in the square-headed doorways, of the florid English style, were frequently decorated with some such quaint figures. The combat of St. Michael with the dragon was not uncommon, the saint occupying one side and the fiend the other. In the screen of St. Saviour's church, Southwark, a singular example occurs—a monk is chasing a fat pig, and endeavours to secure the animal by the tail as it runs down one side of the arch, while he scrambles up the other.

The font has originally been very beautiful, but it has suffered from mutilation. It is placed in the nave, on three steps. It is square, standing upon an octagonal base, richly sculptured with a row of trefoil or lozenge shaped leaves, having a smaller trefoil between, similar to the Tudor flower, which forms so common a finish to the screen-work of Henry VII.'s chapel at Westminster. Each face of the square basin is elaborately sculptured, with pointed arches filled with flamboyant tracery, or richly decorated quatrefoils. The Irish hound and three fleur-de-lis appear on one side; the arms of De Burgo on another. This font has been engraved from my sketch in Van Voorst's "Illustrations of Baptismal Fonts."

I cannot dismiss this imperfect paper without adding a few words on the interest and importance of Irish antiquities generally. Not only do many of their towns display architectural remains of much curiosity, but vestiges of early times of the most extraordinary character abound. Unlike the English peasant, the humblest Irishman has a love for the history of the great men of his country; he treasures their names, their deeds, and story; and he is always full of anecdote, and ready to accompany the traveller anxious to investigate the remains of "the fine old ancient times," which he himself delights to descant upon, and to offer all information and service in his power. In his humble cabin the stranger always finds a warm welcome; and his deep-seated love of his native land urges him to treat any one as its friend who can lead him back to the days of its former glory.

WENTWORTH HOUSE.—Arrangements are making for the intended lighting of Wentworth House with gas, to be produced from coal in the immediate neighbourhood, the property of Earl Fitzwilliam.

ANCIENT CAPITALS FROM THE SOANE MUSEUM.



Fig. 7.



Fig. 8.

ANCIENT CAPITALS FROM THE SOANE MUSEUM.

IN former numbers of *THE BUILDER* we have given representations, from drawings by Mr. Richardson, of various ancient fragments now in the Soane Museum. The annexed engravings, figures 7 and 8, represent two other marble capitals of the same class, and afford pretty examples for the ornamentist or modeller.

AIR A MOTIVE POWER.

AN ingenious application of the power contained in condensed air to locomotive engines has recently been patented, and is now being exhibited, on a small scale, at the residence of Mr. Parsey, patentee, Spur-street, Leicester-square, who courts the fullest inquiry into the pretensions of his invention. The engines are to be filled at a terminus with highly condensed air, previously generated and replenished from stationary receivers at the various stations of railroads as often as occasion may require. To the receiver or receivers of the engine so filled, to obviate the excessive force and gradual decline of pressure as the working cylinders draw it off, a receiver is attached into which the air passes till it reaches a given working pressure, which it cannot exceed but by adjustment of the engineer, as the self-acting regulator belonging

to the working receiver shuts or opens the inductive passage from the high-pressure receiver or receivers uniformly with the discharges from the driving cylinders, by which means as much power is carried by the engine as will propel it and a train any distance. It seems to have one advantage over steam, inasmuch as steam must be used as it is generated, whereas condensed air may be generated at leisure and can be kept any length of time without losing its elastic or expansive power, and therefore can be used at any time it is required.

Whether the invention will realize, Mr. Parsey's expectations we cannot undertake to affirm. The working model has been seen in operation by many mechanicians and practical engineers, all of whom speak of it in terms of approval. Should success attend the carrying out the plan on a full working scale, a complete revolution must be effected in our railway system, as the wear and tear and numerous other expenses would be reduced to a mere fraction of what they are, at present, many of the present causes of accidents removed, while any speed might be secured which could possibly be required. Our observations have been limited to locomotive engines, of course they apply equally to those which are stationary.

While Mr. Parsey has been devoting his time and ingenuity towards obtaining a motive power by means of a pressure from within, others both at home and abroad have been

* See pp. 211, 234, and 247.